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What is claimed is:

1. A method for the control of at least one engine of an aircraft, wherein an amount of at least one of energy, fluid and other media that is at least one of supplied to and taken from the engine, is altered to alter the speed of at least one shaft of the engine.
2. The method of claim 1, wherein at least one of the energy, fluid and other media is taken from the engine.
3. The method of claim 2, wherein the energy is electric energy.
4. The method of claim 2, wherein the fluid is bleed air.
5. The method of claim 2, wherein the fluid is hydraulic fluid.
6. The method of claim 1, wherein at least one of the energy, fluid and other media is supplied to the engine.
7. The method of claim 6, wherein the fluid is bleed air.
8. The method of claim 6, wherein the fluid is hydraulic fluid.
9. The method of claim 6, wherein the energy is electric energy.
10. The method of claim 9, wherein the engine is a fully electric gas turbine.
11. The method of claim 1, wherein at least one of the energy, fluid and other media is taken from the engine and at least one of the energy, fluid and other media is supplied to a second engine.

12. The method of claim 1, wherein the speed of the at least one shaft of the engine is altered with respect to at least a second shaft of the engine.
13. A method for the control of at least one engine of an aircraft, wherein an amount of at least one of energy, fluid and other media that is at least one of supplied to and taken from the engine, is altered to alter an excitation frequency of the engine.
14. The method of claim 13, wherein at least one of the energy, fluid and other media is taken from the engine.
15. The method of claim 14, wherein the energy is electric energy.
16. The method of claim 14, wherein the fluid is bleed air.
17. The method of claim 14, wherein the fluid is hydraulic fluid.
18. The method of claim 13, wherein at least one of the energy, fluid and other media is supplied to the engine.
19. The method of claim 18, wherein the fluid is bleed air.
20. The method of claim 18, wherein the fluid is hydraulic fluid.
21. The method of claim 18, wherein the energy is electric energy.
22. The method of claim 21, wherein the engine is a fully electric gas turbine.
23. The method of claim 13, wherein at least one of the energy, fluid and other media is taken from the engine and at least one of the energy, fluid and other media is supplied to a second engine.

24. The method of claim 13, wherein at least one of the energy, fluid and other media is exchanged between the engine and a second engine.
25. The method of claim 13, wherein the excitation frequency of the engine is altered with respect to at least a second engine.
26. The method of claim 13, wherein the excitation frequency of the engine is altered with respect to a resonance frequency of the aircraft.
27. A method for the control of at least one engine of an aircraft having at least two engines, wherein an amount of at least one of energy, fluid and other media that is at least one of supplied to and taken from the engine, is altered to alter thrust from that engine to alter trimming of a rudder of the aircraft.
28. The method of claim 27, wherein at least one of the energy, fluid and other media is taken from the engine.
29. The method of claim 28, wherein the energy is electric energy.
30. The method of claim 28, wherein the fluid is bleed air.
31. The method of claim 28, wherein the fluid is hydraulic fluid.
32. The method of claim 27, wherein at least one of the energy, fluid and other media is supplied to the engine.
33. The method of claim 32, wherein the fluid is bleed air.
34. The method of claim 32, wherein the fluid is hydraulic fluid.
35. The method of claim 32, wherein the energy is electric energy.

36. The method of claim 35, wherein the engine is a fully electric gas turbine.

37. The method of claim 27, wherein at least one of the energy, fluid and other media is taken from the engine and at least one of the energy, fluid and other media is supplied to a second engine.